

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☒ no ☐

Property Name: SHA Bridge No. 1700600 Inventory Number: QA-542
Address: MD 18B over Kent Narrows Historic district: yes ☒ no ☐
City: Grasonville, MD Zip Code: County: Queen Annes
USGS Quadrangle(s): Queenstown
Property Owner: MD SHA Tax Account ID Number:
Tax Map Parcel Number(s): Tax Map Number:
Project: Mid-20th Century Highway Bridges of Maryland (1948-1960) Agency:
Agency Prepared By:
Preparer's Name: Geoffrey Henry URS Corporation Date Prepared: 10/22/2004
Documentation is presented in: Project Review and Compliance files
Preparer's Eligibility Recommendation: X Eligibility recommended Eligibility not recommended
Criteria: X A B X C D Considerations: A B C D E F G
Complete if the property is a contributing or non-contributing resource to a NR district/property:
Name of the District/Property:
Inventory Number: Eligible: yes Listed: yes
Site visit by MHT Staff yes X no Name: Date:

Description of Property and Justification: *(Please attach map and photo)*

Description

The Kent Narrows Bridge (MIHP # QA-542, Bridge 1700600) carries MD 18B (formerly part of US 50/301) over Kent Narrows and connects Kent Island with the mainland portion of Queen Anne's County. The Kent Narrows Bridge was built in 1951 as part of the state's massive road building campaign on the Western and Eastern Shores of Maryland carried out in the late 1940s and early 1950s leading up to the completion of the Chesapeake Bay Bridge in 1952. This road building campaign involved the widening and dualization of US 50 and US 301 and the replacement of obsolete and/or inadequate bridges along these routes. On Kent Island, US 50/301 absorbed a portion of existing MD 18 and the Kent Narrows Bridge was built in 1951 to replace an overhead bascule bridge at this location. In 1990 this bridge was replaced by a high level bridge over Kent Narrows and the 1951 bridge reverted to use as a bridge for local traffic only.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ☒ Eligibility not recommended ☐
Criteria: ☒ A B ☒ C D Considerations: A B C D E F G
MHT Comments:

Jim Tarduno ✓
Reviewer, Office of Preservation Services

[Signature]
Reviewer, National Register Program

6/2/2011
Date

6/3/11
Date

Determination of Eligibility

The Kent Narrows Bridge (MIHP # QA-542, Bridge 1700600) is eligible under Criterion A on the state level with the period of significance being 1951-1990. The bridge is associated with the road building campaign conducted by the State Roads Commission in connection with the building of the Chesapeake Bay Bridge. As part of this campaign, US 50 and 301 were widened and dualized. On the Eastern Shore, a new US 50/301 was constructed to replace MD 18 and 404 as the main cross-peninsula highways. Because of this, a new and wider bascule bridge was needed to replace the two-lane bascule bridge over Kent Narrows. This bridge was replaced by a new high-level bridge over Kent Narrows in 1990. The bridge was an integral part of this route between 1951 and 1990.

The Kent Narrows Bridge (Bridge 1700600) is not associated with an individual significant on the local, state, or national level and is not eligible under Criterion B.

The Kent Narrows Bridge (Bridge 1700600) is eligible under Criterion C on the state level with the period of significance as 1951. The Kent Narrows Bridge is a rare example of a trunnion double leaf bascule bridge in Maryland, one of only three such bridges built in the 1948-1960 period in the state and one of only eight of this type built in the state. It is one of two movable bridges in Maryland designed by the New York engineering firm of Hardesty & Hanover. The firm historically has been a national leader in the development of movable bridge technology.

The Kent Narrows Bridge was not evaluated under Criterion D as a part of this study.

SHA agrees with the consultant's recommendation that SHA Bridge No. 1700600 is eligible for the NRHP under Criteria A and C.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

Criteria: A B C D Considerations: A B C D E F G

MHT Comments:

Reviewer, Office of Preservation Services_____
Date_____
Reviewer, National Register Program_____
Date

QA-542

MD 18B Bridge over Kent Island Narrows

Grasonville vic.

1951

Bridge No. 1700600 (MIHP # QA-542) is a 12-span steel beam and bascule bridge, built in 1952, that carries MD 18B over Kent Narrows. The bridge runs northwest-southeast, connecting Stevensville to Queenstown, and carries two lanes of vehicular traffic, one in each direction. A two-bar guard rail is located atop the concrete sidewalks. An original three-bar metal railing is located on the bascule span. The bridge is composed of 12 spans and is approximately 663 feet long. The overall width of the superstructure is almost 68 feet. The superstructure is composed of nine approach spans, two flanking spans, and one bascule span. The approach spans are steel stringers with a composite concrete deck. The flanking spans are composed of riveted plate girders and floorbeams and rolled steel stringers with a concrete deck. The bascule span is a double leaf trunnion with an open steel grate deck. The substructure consists of concrete abutments, nine concrete pile bents, and two bascule piers. A control house is located on the south end of the west bascule pier and appears to be unaltered from its original construction.

The Kent Narrows Bridge (MIHP # QA-542, Bridge 1700600) carries MD 18B (formerly part of US 50/301) over Kent Narrows and connects Kent Island with the mainland portion of Queen Anne's County. The Kent Narrows Bridge was built in 1951 as part of the state's massive road building campaign on the Western and Eastern Shores of Maryland carried out in the late 1940s and early 1950s leading up to the completion of the Chesapeake Bay Bridge in 1952. This road building campaign involved the widening and dualization of US 50 and US 301 and the replacement of obsolete and/or inadequate bridges along these routes. On Kent Island, US 50/301 absorbed a portion of existing MD 18 and the Kent Narrows Bridge was built in 1951 to replace an overhead bascule bridge at this location. In 1990 this bridge was replaced by a high level bridge over Kent Narrows and the 1951 bridge reverted to use as a bridge for local traffic only.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. QA-542

1. Name of Property (indicate preferred name)

historic MD 18B Bridge over Kent Narrows

other Bridge No. 1700600

2. Location

street and number MD 18B at Kent Narrows N/A not for publication

city, town Grasonville x vicinity

county Queen Anne's

3. Owner of Property (give names and mailing addresses of all owners)

name Maryland State Highway Administration

street and number 707 N. Calvert Street telephone 410-545-0300

city, town Baltimore state MD zip code 21202

4. Location of Legal Description

courthouse, registry of deeds, etc. liber folio

city, town tax map tax parcel tax ID number

5. Primary Location of Additional Data

- ☐ Contributing Resource in National Register District
☐ Contributing Resource in Local Historic District
☐ Determined Eligible for the National Register/Maryland Register
☐ Determined Ineligible for the National Register/Maryland Register
☐ Recorded by HABS/HAER
☐ Historic Structure Report or Research Report at MHT
☒ Other: Statewide Inventory by SHA

6. Classification

Category	Ownership	Current Function	Resource Count
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> agriculture	Contributing
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> landscape	Noncontributing
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> commerce/trade	<input type="checkbox"/> buildings
<input type="checkbox"/> site		<input type="checkbox"/> defense	<input type="checkbox"/> sites
<input type="checkbox"/> object		<input type="checkbox"/> domestic	<input type="checkbox"/> structures
		<input type="checkbox"/> education	<input type="checkbox"/> objects
		<input checked="" type="checkbox"/> transportation	<input type="checkbox"/> Total
		<input type="checkbox"/> funerary	
		<input type="checkbox"/> government	
		<input type="checkbox"/> health care	
		<input type="checkbox"/> industry	
		<input type="checkbox"/> work in progress	
		<input type="checkbox"/> unknown	
		<input type="checkbox"/> vacant/not in use	
		<input type="checkbox"/> other:	
			Number of Contributing Resources previously listed in the Inventory
			<u>0</u>

7. Description

Inventory No. QA-542

Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins
<input type="checkbox"/> fair	<input type="checkbox"/> altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

The Kent Narrows Bridge (MIHP # QA-542, Bridge 1700600) is a 12-span steel beam and bascule bridge, built in 1951, that carries MD 18B over Kent Narrows. The bridge connects Stevensville to Queenstown and is located in an area of Queen Anne's County with marinas located to the north and south of the bridge.

The bridge runs northwest-southeast and carries two lanes of vehicular traffic, one in each direction. A concrete median separates the traffic lanes. Sidewalks carry pedestrian traffic on both sides of the bridge. The sidewalk of the bascule span is composed of metal panels, while the sidewalks of the approach spans are concrete. A two-bar guard rail is located atop the concrete sidewalks. An original three-bar metal railing is located on the bascule span. A bicycle pathway approaches the structure on each end along the north side of bridge.

The bridge spans Kent Narrows with a vertical clearance of approximately 18 feet over the boat channel. This channel is 50 feet wide. The bridge is composed of 12 spans and is approximately 663 feet long. The overall width of the superstructure is almost 68 feet. The roadway in each direction measures 27 feet wide. Each sidewalk is just over four feet wide.

The substructure consists of concrete abutments, nine concrete pile bents, and two bascule piers. The substructure east of the bascule span consists of three bents while the substructure west of the bascule span consists of six bents. Each bent consists of 12 two-foot square concrete piles, the outer ones of which lean in. The fourth bent east of the west bank has 24 piles. At the waterline, the piles are encased in a fiberglass jacket which consists of grout-filled fiberglass forms.

The large bascule piers support the bascule superstructure, counterweights, trunnion towers, and machinery rooms. They are composed of reinforced concrete with protective jackets. Two foot square precast concrete piles also support these piers. There are two timber-pile dolphins at each end of the bascule pier. The abutments feature steel bulkheads with concrete caps and timber wales, located just below the cap, at the toes of the slope protection at both abutments.

The superstructure is composed of nine approach spans, two flanking spans, and one bascule span. The approach spans are steel stringers with a composite concrete deck. The flanking spans are composed of riveted plate girders and floorbeams and rolled steel stringers with a concrete deck. The bascule span is a double leaf trunnion with an open steel grate deck. Longitudinal steel stringers and four transverse riveted plate girder floorbeams support the deck system. Four longitudinal riveted plate bascule girders support these beams. The bascule counterweights are composed of transverse riveted frames and plate girders embedded in reinforced concrete. The main bascule girders support the counterweights. Steel framed trunnion towers anchored to the bascule piers support the bascule girders and counterweights.

An operator's house is located on the south end of the west bascule pier and is unaltered from its original appearance. It is constructed of scored concrete panels. The top story has stainless steel trim which is fluted and forms corner pilasters and a cornice. Decorative rondels are present along the cornice. The operator's house has aluminum sash windows.

Stoplights are located at each end of the bridge to control traffic. Two automatic traffic arms are located at each end of the bridge. One arm in each direction has a stop sign. The arms at the northeast and southwest corners of the bridge also possess lights that point toward the waterway. The traffic arms each have the initials "WRRSC" on the base. The back of the lights state "Western Railroad Supply Chicago." The bridge lacks a dedication plaque. The dates "1952-82" are inscribed in the concrete parapet at the northeast and southwest corners of the bridge.

The bridge's main alterations include a deck rehabilitation and replacement in 1982. The current deck, median, and concrete parapets appear to date to this time period or more recently. A fixed, high-level bridge is located just north of MD 18B. It was opened in 1990 to ease traffic congestion on US 50 between the Bay Bridge and Ocean City. The new bridge provides a 65 foot clearance for boat traffic. Current State Highway Administration statistics show that the MD 18B bridge is opened approximately 3,781 times per year.

8. Significance

Inventory No. QA-542

Period	Areas of Significance	Check and justify below		
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input checked="" type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> recreation	<input type="checkbox"/> law	<input type="checkbox"/> science
	<input type="checkbox"/> communications	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> literature	<input type="checkbox"/> social history
	<input type="checkbox"/> community planning	<input type="checkbox"/> exploration/	<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation
	<input type="checkbox"/> conservation	<input type="checkbox"/> settlement	<input type="checkbox"/> military	<input type="checkbox"/> other: _____

Specific dates 1951; 1982- rehabilitation

Architect/Builder Hardesty & Hanover

Construction dates 1951

Evaluation for:

☒ National Register

☐ Maryland Register

☐ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

Statement of Significance

The Kent Narrows Bridge (MIHP # QA-542, Bridge # 1700600) carries MD 18B (formerly part of US 50/301) over Kent Narrows and connects Kent Island with the mainland portion of Queen Anne's County. The Kent Narrows Bridge was built in 1951 as part of the state's massive road building campaign on the Western and Eastern Shores of Maryland carried out in the late 1940s and early 1950s leading up to the completion of the Chesapeake Bay Bridge in 1952. This road building campaign involved the widening and dualization of US 50 and US 301 and the replacement of obsolete and/or inadequate bridges along these routes. On Kent Island, US 50/301 absorbed a portion of existing MD 18 and the Kent Narrows Bridge was built in 1951 to replace an overhead bascule bridge at this location. In 1990 this bridge was replaced by a high level bridge over Kent Narrows and the 1951 bridge reverted to use as a bridge for local traffic only.

Historic Background and Support

A roadway bridge crossing Kent Narrows and connecting Kent Island on the west with the mainland portion of Queen Anne's County on the east has existed since colonial days. Along with a railroad bridge (no longer extant) built by the Baltimore & Ohio Railroad in the early twentieth century, this roadway bridge served as the link between the Kent Island communities of Matapeake, Chester, Romancoke, and Stevensville and the rest of the county. By the early twentieth century, this road was designated as part of both MD 18 and MD 404 and served as part of the major east-west route across the Eastern Shore of Maryland. At Stevensville, the road forked, with the northern fork (MD 18) continuing on to Love Point. There, ferries provided passenger and freight service to Baltimore. The southern fork (MD 404) continued to Matapeake where there was ferry service provided to Annapolis. Kent Narrows itself was a maritime passage between the Chester River and Severn Bay. Thus, the bridges over the Kent Narrows were in a sense an important junction between land and water transportation in Queen Anne's County, and the provision of a moveable bridge at this location was deemed a necessity.

Planning for a Chesapeake Bay Bridge between Queen Anne's County and the Annapolis area began in earnest following the publication of the 1938 Primary Bridge Program. Although it was temporarily delayed by World War II, the bridge's construction was made a high priority by Maryland Governors William Preston Lane, Jr. and Theodore McKeldin.¹ The planning for the highway feeder system for the bridge was complex. US 301 was to be widened and dualized on the Western Shore, as was US 50 from Washington to Annapolis. The two US highways were to continue together across the Chesapeake Bay Bridge and then cross Kent Island, before eventually separating at Queenstown. On the Eastern Shore, US 301 was also known as the Eastern Shore Expressway, itself a part of the Blue Star Memorial Highway. The Eastern Shore Expressway was planned to provide a controlled-access highway from the Chesapeake Bay Bridge to Warwick in Cecil County.

The route of the new US 301/50 crossed the roadbed of MD 18/404 at numerous locations in Kent Island and Queen's County, but was essentially a newly constructed four-lane, divided highway. The provision of a modern bridge to replace the existing two-lane

¹ *Maryland-A Middle Temperament* (1989) by Robert J. Brugger. Page 563.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. QA-542

Name Bridge No. 1700600, MD 18B Bridge over Kent Island Narrows

Continuation Sheet

Number 8 Page 1

moveable bridge along MD 18/404 at Kent Narrows was made a high priority. The existing bridge, located just south of the location of the present Bridge 170006, was an overhead, single-leaf bascule bridge.² It is no longer extant.

Contract Q-168-11-215 was let out in 1950 to the New York engineering firm of Hardesty & Hanover for the design of the new four-lane Kent Island Narrows Bridge.³ Hardesty & Hanover, who served as consulting engineers for the bridge project, has one of the longest and richest histories of any consulting engineering firm in the United States and remains a leader in the field of bridge engineering. "Today's partners carry on the traditions of innovation that have marked the firm's progress since it was founded in 1887 by Dr. John Alexander Low Waddell, one of the nation's pioneer bridge engineers."⁴

The Hardesty & Hanover firm (and its various predecessor firms) spans the history of modern transportation engineering, from designs for turn-of-the-century railroads and highways to plans for modern expressways, to the most technologically advanced movable bridges, and the repair and reconstruction of today's aging transportation infrastructure.

Movable bridges have always been one of the firm's specialties. In 1894, Dr. Waddell developed the prototype of the modern vertical lift bridge. His firm, formed as Waddell & Hardesty, has become today's Hardesty & Hanover. Since then, Hardesty & Hanover has designed hundreds of movable bridges. To date, only two movable bridges designed by Hardesty & Hanover have been built in Maryland. In 1946, the firm completed the design for the Spa Creek Bridge (Bridge 2053) in Annapolis. The Kent Narrows Bridge was completed in 1951. The firm's design for the replacement Woodrow Wilson Bridge spanning the Potomac River between Virginia and Maryland is currently under construction. Recent projects by the Hardesty & Hanover firm include the full range of movable bridge types - bascule spans, vertical-lift spans, swing spans, and rolling lift spans.

Movable spans are required for bridges crossing navigable waterways to permit passage of vessels that would otherwise be blocked by insufficient vertical clearance of structures that are either fixed or in the closed position.⁵ Historically, most movable bridges have been railroad structures, and were most commonly found in flat terrain. Movable span bridges are common in cities and in other built-up areas where construction of an elaborate approach is usually out of the question.⁶

Swing bridges—which move sideways along a horizontal plane—were favored by bridge engineers during the nineteenth century for their relative ease of construction, but by the end of the century they were usually unfavorably compared to the bascule bridges being developed by Dr. Waddell and others. Bascule bridges had several advantages over swing bridges; they operate more rapidly, and another bridge for additional lanes can be built next to it. Single leaf bascules were commonly built for shorter spans, and double leaf bascules for longer spans. Double leaf bascule bridges could be raised more quickly and required smaller counterweights and moving parts than the single leaf bascule bridge. Their popularity over swing bridges is reflected in the fact that between 1924 and 1974, 430 bascule bridges were constructed nationally versus 250 swing bridges.⁷

"Bascule" refers to the bridge deck that can be raised to an inclined or vertical position. Bascule bridges consist basically of two types: the trunnion (Chicago) type and the rolling lift type. In the trunnion type the center of rotation is a horizontal steel pivot that remains

² "Old and New," *Baltimore Sun* (April 12, 1952).

³ "Kent Island Narrows Bridge, Stevensville-Queenstown Bascule Span." State Roads Commission, July 1950. Engineering plans at Maryland State Highway Administration, 707 North Calvert Street, Baltimore Maryland.

⁴ Web page for Hardesty & Hanover: [www.http://hardestyhanover.com](http://hardestyhanover.com).

⁵ "Movable Span Bridges of Maryland," (1992), by Rita Suffness, page 3.

⁶ "Fifty-year History of Movable Bridge Construction-Part 1," *Journal of the Construction Division* (September 1975), by Egbert R. Hardesty, Henry W. Fisher, and Richard W. Christie. Page 511.

⁷ "Fifty-year History of Movable Bridge Construction-Part 1," *Journal of the Construction Division* (September 1975), by Egbert R. Hardesty, Henry W. Fisher, and Richard W. Christie. Page 512.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. QA-542

Name Bridge No. 1700600, MD 18B Bridge over Kent Island Narrows

Continuation Sheet

Number 8 Page 2

fixed or nearly so and is at or close to the center of gravity of the rotating part. The trunnion bearings, in turn, are supported on the fixed portion of the bridge such as a trunnion girder, steel columns or on the pier itself. This is a highly desirable feature where yielding foundations are unavoidable. (In the roller bearing type, a variant of the trunnion type, the center of rotation remains fixed and coincides with the center of gravity of the moving mass. The trunnion is eliminated and the load is carried by a segmental circular bearing on rollers arranged in a circular track).

The simple trunnion is also called the Chicago type, and was introduced about 1899 and named after the city that pioneered it with the Clybourne Avenue Bridge. In the Chicago type, the whole weight of the leaf and its counterweight is borne by the trunnions located at the center of gravity of the whole mass.

The early decades of the twentieth century were dominated by patented designs—Strauss, Scherzer, and others—fabricated by numerous shops, many of which are no longer in existence.⁸ Dr. Waddell was among several well-known engineers who produced patented bascule bridge designs. Between 1873 and 1924, 78 patents were issued for movable span designs and mechanisms. By the 1940s patented designs were mostly in the public domain.

In Maryland, the oldest extant movable bridge is the double leaf bascule Hanover Street Bridge over the Middle Branch of the Patapsco River. This Rall rolling lift design was built in 1916 in Baltimore City by the Strobel Steel Construction Company to the design of J.E. Greiner. This bridge was one of several movable bridges designed by the Greiner company, making it the leader in movable bridge design in the state during the 1920s and 1930s. There were 17 bascule bridges built in Maryland prior to 1960. The majority of the state's 22 extant movable bridges are located on the Eastern Shore.

Nationwide, the 1950s saw a decrease in the design of new movable highway bridges. Increases in vehicular travel necessitated the widening of existing primary highways, many of which required replacement of older inadequate movable bridges with new larger structures. Travelers did not want movable spans and they were not encouraged by the interstate system. In Maryland, there were instances where the design of a movable bridge was unavoidable, but by the 1950s their numbers were far outstripped by fixed span bridges. Although still occasionally built today, there are only 22 extant movable highway bridges in Maryland.

By the 1980s, the volume of tourist traffic along US 50 and over the Kent Narrows Bridge had increased to such levels that the public outcry over the frequent bridge raisings prompted a response from public officials. Traffic counts conducted in 1982 revealed that as many as 130,000 vehicles traveled over the bridge during certain summer weekends. In 1983, Maryland Congressman Roy Dyson announced a proposed schedule of sharply curtailed drawbridge openings during the peak summer traffic hours.⁹ This was a stop-gap measure at best, and in 1986 Maryland transportation officials announced plans to construct a 65-foot high bridge across the channel to replace the 1951 drawbridge. Construction of the new Kent Narrows Bridge was part of an overall bridge replacement project along US 50 that included construction of new high-level bridges at Cambridge and Vienna.¹⁰ The new US 301/50 Bridge over Kent Narrows was officially opened to eastbound traffic in November 1989, with the westbound span opening the following April. The 1951 Kent Narrows Bridge was retained and still carries local traffic along MD 18B.

⁸ "Movable Span Bridges of Maryland," (1992), by Rita Suffness, page 3.

⁹ "Plan to Cut Shore Bridge Openings Outlined," *Baltimore Sun* (February 16, 1983).

¹⁰ "Kent Narrows Project to Have Wide Impact," *Baltimore Sun* (November 4, 1987)

9. Major Bibliographical References

Inventory No. QA-542

See Continuation Sheet

10. Geographical Data

Acreage of surveyed property _____
Acreage of historical setting _____
Quadrangle name Queenstown, MD

Quadrangle scale: 1:24,000

Verbal boundary description and justification

The MD 18B Bridge carries MD 18B over the Kent Island Narrows. It connects Stevensville to Queenstown. The bridge has been associated with this site since its construction.

11. Form Prepared by

name/title	Geoffrey Henry / Mary E. Crowe and Stan Popovich		
organization	URS Corporation / Hardlines Design Company	date	October 2004
street & number	200 Orchard Ridge Drive / 4608 Indianola Avenue	telephone	301-258-9780 / 614-784-8733
city or town	Gaithersburg / Columbus	state	MD / OH

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
DHCD/DHCP
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. QA-542

Name Bridge No. 1700600, MD 18B Bridge over Kent Island Narrows
Continuation Sheet

Number 9 Page 1

Brugger, Robert J. *Maryland: A Middle Temperament*. The Johns Hopkins University Press: Baltimore, Maryland, 1988.

"Hardesty & Hanover": <[www.http://hardestyhanover.com](http://hardestyhanover.com)>.

Hardesty, Egbert R., Henry W. Fisher, and Richard W. Christie. "Fifty-year History of Movable Bridge Construction-Part 1," *Journal of the Construction Division* (September 1975).

"Kent Island Narrows Bridge, Stevensville-Queenstown Bascule Span." State Roads Commission, July 1950. Engineering plans at Maryland State Highway Administration, 707 North Calvert Street, Baltimore Maryland.

"Kent Narrows Project to Have Wide Impact," *Baltimore Sun* (November 4, 1987).

"Old and New," *Baltimore Sun* (April 12, 1952).

"Plan to Cut Shore Bridge Openings Outlined," *Baltimore Sun* (February 16, 1983).

Suffness, Rita. "Movable Span Bridges of Maryland," (1992).

Sources Consulted:

Maryland SHA Cultural Resource Library and Bridge Engineering Department, Baltimore - Reports published by or for the State Roads Commission, bridge files

Maryland Highway Administration, District 2 Office, 615 Morgnec Road, Chestertown MD, 410-778-3061.

Maryland Historical Trust Library, Crownsville - Inventory of Historic Places, National Register Nominations, Determinations of Eligibility, Cultural Resource Reports

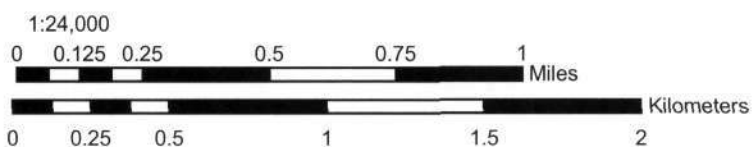
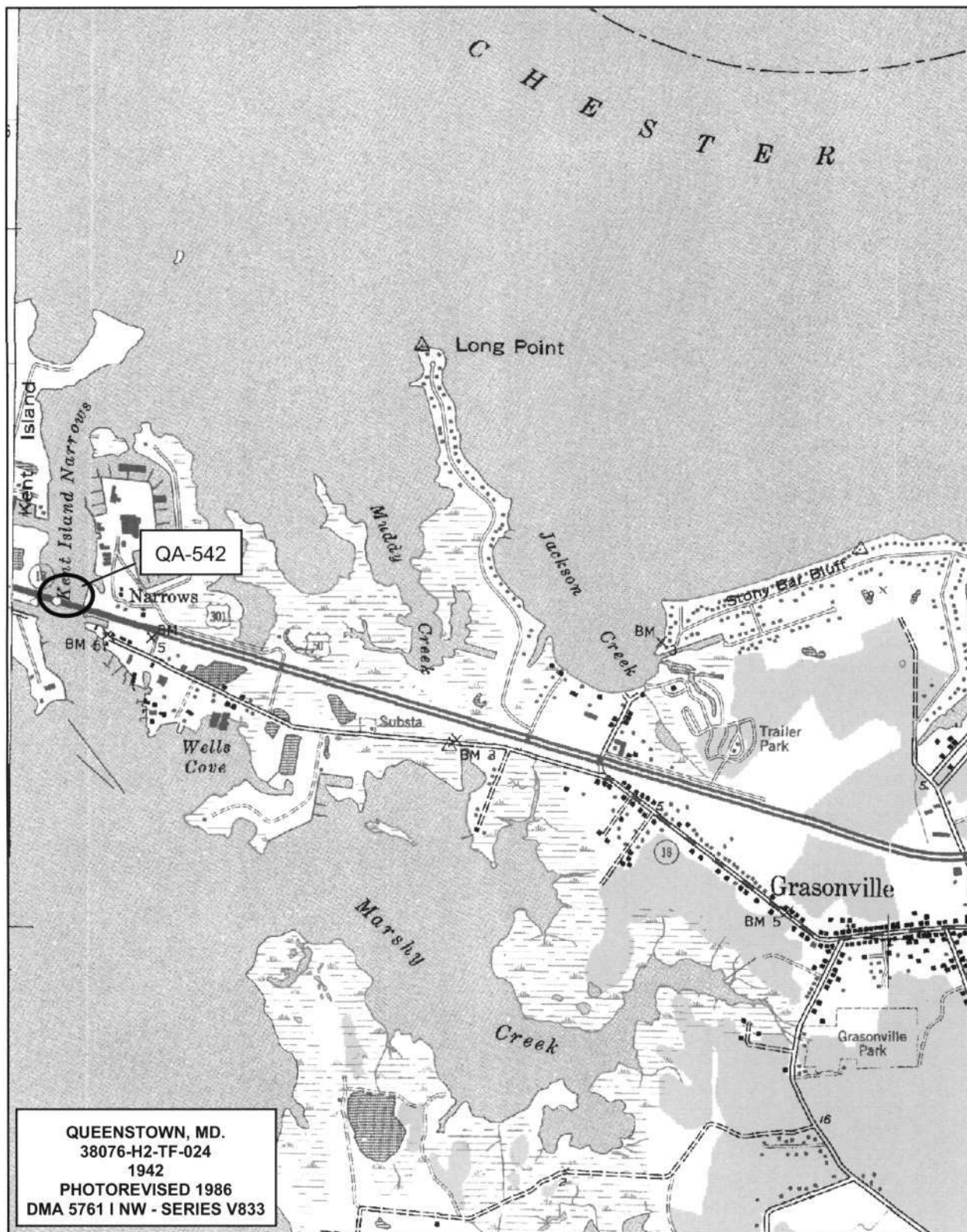
Maryland State Archives, Annapolis - photographs from the Sarikas Collection and materials published by the State Roads Commission

Enoch Pratt Library (Maryland Room), Baltimore - vertical files dealing with Maryland bridges

Library of Congress, Washington, DC - General information on bridges and additional Maryland bridge material

New Jersey State Library, Trenton - Engineering News-Record on microfilm

New York Public Library, (Science, Business, and Industry Library), New York - Additional SHA annual reports



MIHP # QA-542
Bridge 1700600
MD 18B over Kent Island Narrows
Grasonville Vicinity
Queen's Anne County
Queenstown, MD. Quadrangle



MHP # QA-542

Bridge # 1700600, MD 188 over Kent Island Narrows
Queen Anne's County, MD

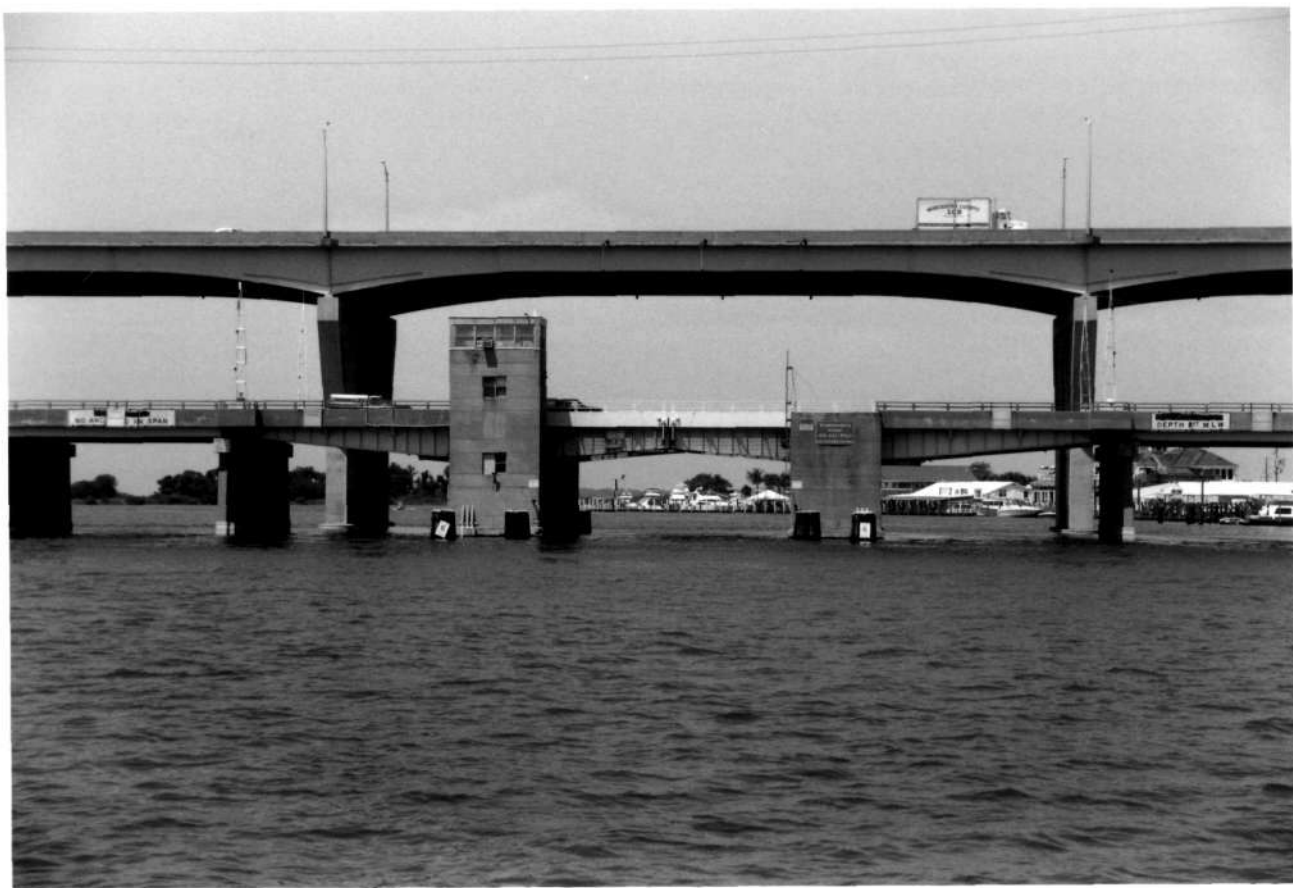
Photographer: Stan Popovich, Hardlines Design Company

Date: 6/9/03

Location of Negative: MD SHPO

looking north at south elevation

1/1



MIHP # QA-542

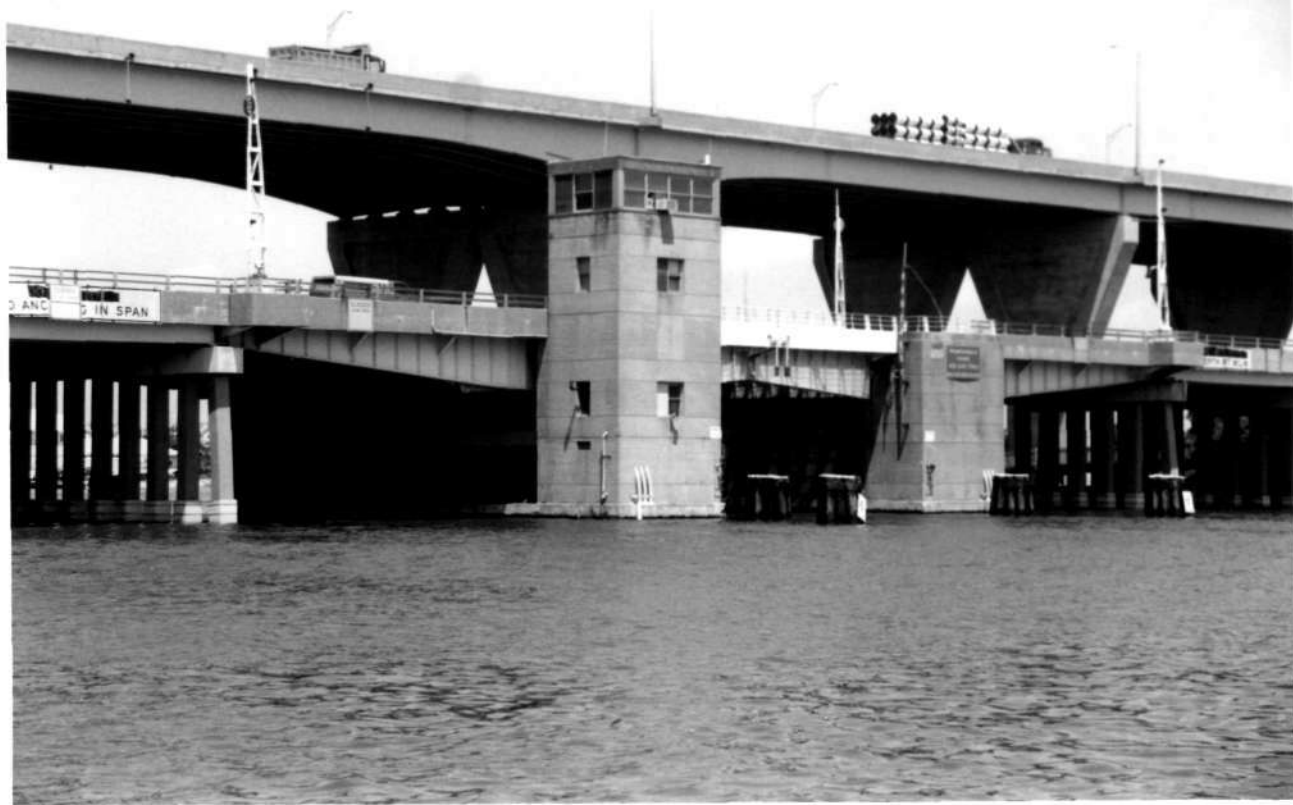
Bridge # 1700600, MD 188 over Kent Island Narrows
Queen Anne's County, MD

Photographer: Stan Popovich, Hardlines Design Company

Date: 6/9/03

Location of Negatives: MD SHPO

looking north at bascule span
2/11



MI HP # QA-542

Bridge # 1700600, MD 188 over Kent Island Narrows
Queen Anne's County, MD

Photographer: Stan Popovich, Hardlines Design Company

Date: 6/9/03

Location of Negative: MD SHPO

looking northeast at bascule span

3/11



MHP # QA-542

Bridge # 1700600, MD 18B over Kent Island Narrows

Queen Anne's County, MD

Photographer: Stan Popovich, Hardlines Design Company

Date: 6/9/03

Location of Negative: MD SHPO

looking south west at bascule span

4/11



MHP # Q A-542

Bridge # 1700600, MD 18B over Kent Island Narrows

Queen Anne's County, MD

Photographer: Stan Papovich, Hardlines Design Company

Date: 6/9/03

Location of Negative: MD 5HPO

Looking southeast at piers on west end of bridge

5/11



MMP # QA-542

Bridge # 1700600, MD 188 over Kent Island Narrows
Queen Anne's County, MD

Photographer: Stan Popovich, Hardlines Design Company

Date: 6/9/03

Location of Negative: MD SHPO

looking west down deck of bridge

6/11



MHP # QA-542

Bridge # 1700600, MD 188 over Kent Island Narrows

Queen Anne's County, MD

Photographer: Stan Papovich, Hardlines Design Company

Date: 6/4/03

Location of Negatives: MD SHPO

looking east down deck of bridge

7/11



MHP# QA-542

Bridge# 1700600, MD 18B over Kent Island Narrows

Queen Anne's County, MD

Photographer: Stan Popovich, Hardlines Design Company

Date: 6/9/03

Location of Negatives: MD SHD

looking northwest at bascule span deck

8/11



MHP # QA-542

Bridge # 1700600, MD 188 over Kent Island Narrows
Queen Anne's County, MD

Photographer: Stan Apovich, Hardlines Design Company

Date: 6/9/03

Location of Negatives: MD SHPO
looking southeast at control tower
9/11



SHIP # QA-542

Bridge # 1700600, MD 18B over Kent Bland Narrows
Queen Anne's County, MD

Photographer: Stan Foxworth, Hardlines Design Company

Date: 6/9/03

Location of Negatives: MD SHPO
detail of traffic arm

10/11



A black and white photograph showing a concrete walkway on a bridge. The walkway is bordered by a concrete curb and a metal railing. In the background, the bridge's steel structure with large arches is visible. A signpost stands near the railing, holding a rectangular sign with the text 'NO SWIMMING FISHING CRABBING FROM BRIDGE'. A concrete pillar in the foreground has two identification numbers: '1952-82' and '1700600'.

**NO
SWIMMING
FISHING
CRABBING
FROM
BRIDGE**

1952-82

1700600

MHP # QA-542

Bridge # 1700600, MD 188 over Kent Island Narrows
Queen Anne's County, MD

Photographer: Stan Popovich, Hardlines Design Company

Date: 6/9/03

Location of Negatives: MD SHPO

detail of date at northeast corner

11/11